

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

AUGUST 2006



Meetings are the 2nd Saturday of each Month

EAA Chapter 55 Hangar - Mason Jewett Field – 649 Aviation Drive, Mason, MI 48854

Pres: Bill Purosky 214-2729 Vice Pres: Tom Botsford 663-1318 Treas: Sharron Hacker 623-6476

Secr: Del Johnson 676-2756 Editor: Warren Miller 393-9385 (all Area Code 517)

Climb and Maintain Flight Level 55

Another Oshkosh Airventure has come and gone. For those of you who didn't make it, it was another great event that we have all come to expect. As it was in Michigan, Oshkosh was hot this still year. One day, our group got rained on at about 4 PM in the afternoon as we were watching the daily air show. It was so hot, that we felt great being soaking wet.

One of the biggest venues at this years show was the number and variety of new Sport Aircraft presented. There was a Sport Airplane Mall as well as separate booth areas representing the many suppliers of these type of aircraft. All types of construction from cloth covered steel tube to aluminum to composite epoxy glass/kevlar/graphite were represented. It was really great to see the promise of this new category of general aviation that is still in its infancy.

Of course, there was also endless seminars or forums being presented daily to address any and all subjects that you could possibly imagine. Most of these were being presented by industry experts. I could (but didn't) spend the entire time going from one to another listening and learning about various aspects of aviation. But I did attend my fair share.

Just about every airplane ever made, whether homebuilt or factory built, is on the flight line or in the parking areas. Where else can you see 24 P-51 aircraft lined up in rows or endless T-6s or T-28s. Just down the way, the vintage Stagger Wing Beaches, the Culvers, the Spartans, the Stinsons, and any name you can recall are there to see.

I never made it to the ultralight area or the seaplane base. Those will have to wait until next year when I will certainly go again. On two of the days that we attended, two F-22 Raptors did a flyby and an impromptu air show demonstrating the unique performance of these aircraft. For 10 minutes, everyone's eyes were on these airplanes.

The thing that attracts me to this extravaganza every year is the combination of all these activities being offered in one place for one week. I am already looking forward to next years Airventure.

Now getting back to our local scene, just a reminder that Mason Aviation Day is fast approaching, August 20th. We need volunteers to help make this event a success. Check out the sign up sheets in the meeting room and volunteer to do anything that you can. Since the day starts at 7 AM and goes to 5 PM, plan on doing a couple or three different jobs. Keep in mind that the setup will take place on the afternoon and evening before and plan on being there to

help. See you all there.

Bill Purosky, President

Board of Directors Meeting
August 9, 2006

Chapter Membership Meeting
Breakfast 8-9 Meeting 9:30
August 12, 2006

BREAKFAST W/CHAPTER 55

August Team

Bill Bezdek
Joel Heckler
John Kennedy
Rocky Stone

September Team

Carl Dalrymple
Richard Haas
Steve Meyer
Steve Remy
Al St. George



July Breakfast Chiefs: Wendy and Bob Veltman, Chuck Hacker and Don Chubb

EAA Board of Directors Meeting

Board of Directors Meeting – July 5, 2006

Bill Purosky called meeting to order at 7:15pm. In attendance: Directors: Bill Purosky; Tom Botsford; Gary Long; Jack Toman; Deb Groh. Vickie Vandenberg represented Del Johnson and Bill Purosky represented Doug Koons by proxy. Guests: Ken Vandenberg; Connie Stewart; Dave Groh; Dick Bacon; Steve Houghton.

The minutes of the June board meeting were approved as published in the newsletter with one correction to include Dick Bacon in attendance.

Bill Purosky presented the Treasurers Report as sent to him by Sharron Hacker and same was approved.

Tom Botsford reported that the audit of the financial records is set to be completed after the close of 2006 and will be done on an annual basis thereafter.

The Chapter flew 111 Young Eagles at the June rally and things are set to go for the 7/8/06 rally. BillP is still looking for nominations of individuals for Social Director, MAD Coordinator and Meeting Program Coordinator.

BillP will have samples of T-shirts, hats, vests for display at the general meeting. Members will be able to place orders.

JackT has picked up the new PA System. Doug Koons is building a unit store both the video and PA systems. Thought for the board with painting of the meeting room this fall, consider new light fixtures.

TomB to paint the coffee pot stand.

Hangar security-locking the door between hangar and meeting room will be on the general meeting agenda again.

Howard Gostnell memorial fund donation to the Chapter pending additional info; Warren Miller to contact Mrs. Gostnell and advise.

DebG volunteered to look into purchase of new Juice-Coffee-Decaf thermo jugs.

MAD: Need to solicit volunteers; will pass the work schedule at the general meeting. Maybe try scrambled eggs. DebG to check into corn-on-the-cob & potato salad instead of baked potato & coleslaw. Maybe do food line cafeteria style & pay at the end. VickieV presented list of sponsors to date. Advertising previously approved \$250.00. Motion made and passed to approve an additional \$200.00 for a total advertising budget of \$450.00. Dave & DebG volunteered to put together artwork and VickieV will place advertisements.

BillP and Steve Houghton presented information regarding hosting a Summer Concert with possibly a 3-piece band. Discussion followed regarding how, when, where. Decision to shelve to discuss late this year or early 2007 for a possible event next year.

TomB was contacted by Doug Klein of MACC and has agreed to be a MACC Ambassador. Meeting adjourned at 8:45.

EAA Chapter 55 Business Meeting

Membership Meeting – July 8, 2006

President Purosky opened the meeting at 9:30. Minutes of June meeting approved. Treasurers approved Old Business: The chapter flew 111 kids at the June Young Eagles rally. Ted Lakin briefed pilots for today's Y E rally. Discussion of June Dawn Patrol. Served 315 adult breakfasts and 37 kids. Discussion of Mason Aviation Days. We need volunteers in all areas. President Purosky reported on the taxiway rebuild. No firm date at this time. Discussed the request of hangar tenants to lock the door between the meeting room and hangar. There was no objection from members. If no reasonable objections are received by the directors by the next board meeting the door will be locked with reasonable access to members. New shirts were displayed and orders taken. A new PA system was purchased by Jack Toman. We still need a Christmas Party Coordinator. Meeting adjourned at 10:00 for the Young Eagles Rally. Tom Botsford

MASON AVIATION DAY – Sunday AUGUST 20th, 2006

Sign up sheets have been posted at the hangar for work slots at our Mason Aviation Day on August 20th. The tasks have been segregated and broken down into shifts of about 2.5 hours from 6:30am to 6:00pm. There are time differences between the kitchen and field tasks since kitchen people will have to work on the change-over from breakfast to lunch. And, I've included sign up space for set-up on Saturday night and tear-down on Sunday evening.

While working on the sign up sheets for Mason Aviation Day, it occurred to me that members, especially our newest, might not be familiar with the "job descriptions". So, here is a brief run down for each !!

It's a really fun day and a great opportunity to talk with people from the greater Mason area and those who fly in from around the state. If your spouse or older children would like to join in; no aviation knowledge required.

Sign up sheets will be available at the August meeting. Or, if you would like to reserve your space now, just let me know what you would be interested in and the approximate time (times) you could work.

If you have any questions, contact Bill Purosky, Tom Botsford, or Vickie V.

FIELD POSITIONS:

Aircraft Parking: 6 persons per shift. Assigned to sections of the field to park incoming planes and direct departing planes in & out of parking sections.

Flight Line Security: 4 persons per shift. Assigned to sections of the field to assure that visitors do not touch, climb on or sit children on aircraft. Crowd control for incoming & departing aircraft. Assure no smoking on the field. Overall safety & security. POP = Protect Our Planes

Auto Parking & Security Outside the gates: 6-10 persons per shift. One person stationed at the main gate to direct, other persons park the cars. One person at the hanger gate to solicit donations.

Handicap Transportation: 1 or 2 persons per shift. If we have one or two golf carts, persons will transport handicap & elderly back & forth from parking to hanger areas.

Money/Ticket Takers: 2 persons per shift. Take money at food line.

Public Address: 1 person per shift. Makes announcements from the tower.

FOOD PREP & COOKING:

Grills: Breakfast = 4 persons per shift. One person cracks eggs, one cooks eggs; one cooks sausage; one cooks pancakes.

Grills: Dinner = 4-6 persons per shift. One grills steaks & hotdogs, one passes out sides; one passes out drinks; one passes steak-pork-dogs; one runs back & forth.

Kitchen & Food Prep: 2 persons per shift. Breakfast -one making pancake mix & the other making orange juice & coffee plus running it out to cooking/dining area. Dinner- filling orders for food needed in at the grills & dining area.

Condiment/Beverage Service: 1 person per shift. Work the condiment table & make sure everything stays stocked plus place stuff on tables.

Tables & Garbage: 1 person per shift. Pick up and wipe tables after use. Empty trash cans & replace trash bags.

Pop & Popcorn Concessions: 2 persons per shift. One person makes & bags popcorn. One person sells pop & popcorn.

Over-All Work Coordinator: One Person for the day. Oversees all of the above, runs around like a chicken with their head cut off trying to match what needs doing with who will do it.

TIDBITS, MAY 2006

By Vickie Vandenbelt

INTERNATIONAL SPACE STATION SIGHTINGS:

Early in July there were a few opportunities to see the ISS in skies over Michigan. For those that seek an opportunity to try to see this satellite, here's the link to look up the schedule <http://spaceflight.nasa.gov/realdata/sightings/>

MERFI = Mid-Eastern Regional Fly-In:

This is the EAA regional fly-in for our area (comprised of Michigan, Illinois, Indiana, Ohio, Pennsylvania, and Kentucky). The 2006 event will be held in Marion, Ohio, the weekend of

August 26th & August 27th. MERFI has been on rocky ground the last few years. I had originally thought the difficulty was financial. But after talking to the regional people at AirVenture last year, I discovered the problem has been the lack of chapters/members to take charge of the event. Hopefully the hurdles have been overcome and we will see this fly-in resume as an annual event. Consider going down to check it out.

"ONE SIX RIGHT":

You may recall that we played this DVD at a meeting earlier this year. "One Six Right" is a documentary that focuses on the historical and controversial aspect of the busiest general aviation airport in the country, Van Nuys Airport near Los Angeles. EAA now has the DVD is available through their store and it can be purchased through Sporty's as well. But, we have also purchased a copy for the Chapter library. We try to keep it playing in the meeting room during our fly-ins. It is also available for loan by request. Just let me know.

CLASSIFIEDS:

FOR SALE:

Removed Avionics (Olds Forge Flyers 172 and Archer), two Bendix/King K170 B radios (One with VOR the other with VOR_G/S. Also included is a power converter unit. Units removed due to upgrade installation of Garmin 430s Nav/Com/GPS. Excellent equipment for Experimental Aircraft, units operational when removed. Sold as/is \$200.00. Contact Fred Honhart, (517) 675-7694 or honhart@msu.edu

FOR SALE:

1989 Dodge hi-top camper van. Has logged many happy-camper hours & many more left. Take it camping, Oshkosh, Sun-N-Fun – a great second vehicle. Good maintenance record. \$4900 Contact Ted Lakin (517) 256-2322

FOR SALE – AVON PRODUCTS:

For a copy of the latest brochure, contact Deanna (McCreery) McAlister at 517-596-2506 or www.naturalbeautysoaps.net/deanna

**WE COULD HAVE INSERTED YOUR AD HERE !!!
Contact Vickie for next edition!!**

Don't forget – if you have a FOR SALE or TRADE; WANT TO BUY; NEED TO BORROW; FREE to GOOD HOME; etc. – we have space for you in our newsletter. Contact Bill, Warren or Vickie!!

**New Surplus
Aircraft Hardware**

Save 30-50 %

Dzus's, Dzus springs, nut plates, plumbing fittings, spark plugs, bolts, nuts, clevis bolts, clamps, cable ends & fittings, prop clamp bolts, Pratt & Whitney tools and many other hardware items from WWII.

Examples:

Nut plates aluminum 10-32, 832	.50 ea.
FA6 1/2-45 Dzus, fresh plating,	1.75 ea.
Stearman Dzus spring	.50 ea.
Continental rocker hose clamps	1.50 ea.
4B2S spark plug (Lycoming)	5.00 ea.
417S spark plug (Continental)	5.00 ea.
Prop clamp bolt (Hamilton, Mcauley)	20.00 ea.

David Groh Phone 517-676-4416 day
Yesteryear Ford Fax 517-676-3485
4322 Curtice Rd
Mason, MI 48854



Notes from Cape Juby
By Terry L. Lutz, Chapter 55
Flight Advisor

Several years ago, I came across an article in the “Daedalus Flyer”, which told the story of a small village in France that lost all the stained glass windows in the 13th century Church of St. Denis during WWII. It was August 2nd, 1944. A flight of 16 P-51s from the 383rd Fighter Squadron (364th Fighter Group) was assigned to attack a train that sat under heavy camouflage in Remy, a village about 80 km north of Paris. Flight leader Roy Blaha rolled in and attacked the train. What he didn’t know was that the train was carrying fuel for the V-2 rocket.

That first pass set off a tremendous explosion. It ripped most of the roofs off houses in the village. An occupying German army unit instantly lost over 400 soldiers. And every single stained glass window in the church, positioned on a hill at the edge of Remy, was blown out. The second airplane in the attack was flown by Roy Blaha’s good friend, 22 year-old Houston Lee Braly. Braly’s Mustang was blown apart by the shock of the blast, losing a wing and the tail. The airplane crashed into the village and came to rest against a house.

In the resulting chaos, the French villagers recovered Lt. Braly’s body, wrapped it in his parachute, and hid it in a stable as a sign of respect and thanks. The Germans were furious, and immediately imprisoned the Mayor of Remy. The villagers defied the Nazis, and a great risk to themselves and their families, held a funeral for Lt Braly in the Church of St. Denis, and buried his body. They brought flowers to the grave each day, and the Germans threatened to kill the Mayor unless they stopped. Lt Braly’s grave had fresh flowers placed on it every day until the end of the war.

Fifty years later, members of the 364th returned to Remy and were surprised to learn that the stained glass windows in the church had never been restored to their original beauty and significance. In their place were some simple panes of clear glass. The men of the 364th, then in their 70s and 80s, decided to do something about it. Thus began the “Windows For Remy” campaign mentioned in the “Daedalus Flyer”. By themselves, surviving members of the 364th were not able to raise enough for the project, but publicity carried the day, and \$200,000 was raised to restore the windows.

The money was forwarded to the Remy Caretaker’s Association, which took on the task of re-creating the windows that were blown from the church in 1944. On August 26th, 2000, members of the 364th and nearly 100 contributors gathered as the restored windows were dedicated in the village of Remy. There was a parade, songs by a children’s chorus from Remy, and a memorial service for Lt Braly. One of the windows commemorates the sacrifice of the 383rd. A single propeller blade stands in the church, with a plaque that tells the simple story in French and English. A memorial plaque was dedicated at the spot where Lt Braly’s airplane went down.

Young Eagles

THIS TOPIC WAS COVERED IN THE MINUTES FOR JULY.

Just Plane Trouble



Kyle Bradford, shown here with one of his Pietenpols, a single seat Scout said he was preparing to fly to Broadhead, Wisconsin for the annual Pietenpol gathering and decided to fly in his Aircamper instead of the Scout. Kyle said he took off and headed west on a fine morning and was enjoying the flight until he reached Berrien Springs, when suddenly oil appeared on his windscreen. He landed at the airport ok and with the help of an airport employee, found the engine rear crank seal was leaking. Kyle had to abort the trip and returned home safely. He replaced the seal and has flown the Aircamper with no further problems. Kyle said now he wishes he had taken the Scout because he was forced to drive to the fly-in with Gilbert McKessy in his old Mercury car, BUMMER

I was fortunate enough to attend a meeting in Paris in June, and I mentioned to Regis Fusenig, a pilot who flies for Air France, that I had contributed to the effort to restore the windows in Remy. Knowing that Remy was a short distance north of Paris, I was hoping that he knew of a way that I could get there to see them. As luck would have it, Regis lives in Compiègne, just 10 km from Remy! So I drove with him to his house, stayed the night, and the next morning we visited the village.

We found the church just fine, as it sits on the crest of a hill, with the village below. But as you might expect, the church was locked and we couldn't adequately see the windows. Regis explained that all the old churches are owned by the State, not by religious groups. He said that perhaps we could visit the village office and find someone that could unlock the church. The village office was a short walk down the hill, and sure enough, the current Mayor was in.



After a short conversation in French, the Mayor grabbed a ring full of skeleton keys and we headed back up the hill. Regis acted as translator, and the Mayor filled us in on the whole story of the restoration and the ceremony in August of 2000. There were enough pieces of the old windows left to match the colors, and the patterns were reproduced by studying old photographs of the church.

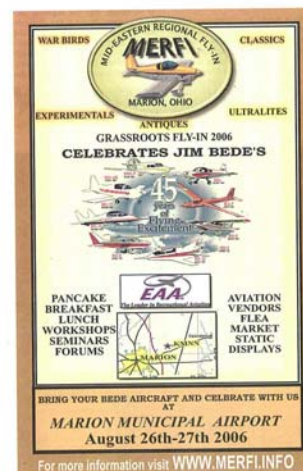
The picture of the church shows that the building was completed in two phases. The first was completed in the 13th century, and the larger portion in the 14th century. A total of 7 windows were replaced, some quite large, and two at the entrance of the church that are fairly small. After a nice tour of the church and conversation with the Mayor, we drove down the hill to see where the rail line passed by, and to find the plaque where Lt. Braly's airplane went down. It was easy to see why the blast had such an effect on the village. The rail line is on fairly level ground at the bottom of a gently sloping hillside. Most of Remy rests on the hillside from the rail station to the church, so the blast was stronger because it was focused against the hillside.

But the story doesn't end there. The Windows For Remy project raised \$200,000, and when the restoration was completed, \$65,000 was left. The Remy Caretaker's Association had not decided how to use the remaining funds, but after the attack on the United States on September 11th, 2001, the townspeople voted to donate the entire \$65,000 to the victims of the 9/11. So perhaps we should put those "freedom fries" aside for a minute and reflect on the people of a small village who cared for an American pilot in the terror of WWII, and cared once again for Americans in the terror of September 11th. Did I hear a tiny "vive la France"?



As many of you know, I have been writing these Notes From Cape Juby for almost 10 years now, chronicling the experiences I've had in aviation, and in some cases mentioning detail about the aerospace industry that you won't find on the internet. The only constant in life, it seems, is change, and the winds of change are beginning to blow in my aerospace career. While I don't know just yet the direction I'll be heading, the journey will definitely be interesting. I hope I can continue my dialogue with more Notes to come in the future.

So with the summer flying season in full swing, don't get complacent, keep your head on a swivel for those other guys (I saw a hot air balloon at 11,000' and a trike at 3000' in the last few weeks), and fly as safely as you can. And always remember to help your fellow pilot when you can.



Pocket Calendar:

8/5 Fremont – Pancake Breakfast

8/5 & 6 Thunder Over Michigan
Yankee Air Force @ Willow Run

8/12 Brighton –Fly in Lunch

8/19 Holland –Breakfast & Lunch Fly In

8/19 Greenville - Danish Festival

**8/20 Mason Aviation Day
Breakfast & Lunch Fly In**

8/27 Mt. Pleasant - Pancake Breakfast

8/27 Greenville – Pancake Breakfast

8/28 & 29 Owosso Airport - Overnight Fall Fly-In Camp
under the wing and aviation competitions. Food
and Fun.

9/7-9/10 Michigan Air Tour

9/10 Fowlerville – Breakfast

9/10 Marshall – Pancake Breakfast

**12/9 Chapter 55 Christmas Party
Vevay Township Hall**

NOTE: Please consult www.mdot.state.mi.us/aero/calendar
for a complete list of events and details.